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# Policy Directives for the M and I Center Plan

The Greater Duwamish Manufacturing Center was designated as such in the adopted county-wide planning policies and the Seattle Comprehensive Plan as part of the Growth Management Planning process. The policies and criteria for their implementation have guided the development of the M and I Center Plan.

## *County- Wide Planning Policies*

The County-Wide Planning Policies were adopted by Ring County jurisdictions, as mandated by the State Growth Management Act. They became effective when they were ratified by ordinance or resolution by at least 30 percent of the city and county governments representing 70 percent of the population of Ring County according to interlocal agreement.

The County-Wide Planning Policies identify Urban and Manufacturing/Industrial Centers (M/I Centers), stating that:

‘Manufacturing/industrial **Employment** Centers are key components **of the** regional economy. These areas are characterized by a **significant** amount of manufacturing, industrial, and advanced technology employment. They **differ from** other employment areas, such as Business/O&e parks in that a land base and the segregation of major non-manufacturing uses are essential elements of their operation.’

Within the Urban Growth Area, the County-Wide Planning Policies shall assure the creation of a number of locally determined Manufacturing/Industrial Centers which meet specific criteria. The Manufacturing/Industrial Centers shall be characterized by the following:

- Clearly defined geographic boundaries,
- Intensity/density of land uses sufficient to support manufacturing, industrial, and advanced technology uses,
- Reasonable access to the regional highway, rail, air, and/or waterway system for the movement of goods,
- Provisions to discourage large office and retail development, and
- Fast track permitting.

Local Manufacturing/Industrial Centers were determined through a joint local and county-wide adoption process based upon specific criteria. Each jurisdiction then adopted its definition of an M/I Center which specifies the exact geographic boundaries of the centers. Jurisdictions are required to have zoning and detailed plans in place to achieve the following goals by

**2010:**

- Preserve and encourage the aggregation of vacant or non-manufacturing/industrial land parcels for manufacturing uses;
- Discourage land uses which are not compatible with manufacturing, industrial, and advanced technology uses;
- Accommodate a minimum of 10,000 new industrial, family-wage jobs; and

- Limit the size of offices and retail development that is not ancillary to an M and I operation.

#### *Seattle Comprehensive Plan*

The Seattle Comprehensive Plan (adopted 1994) implements the County-Wide Planning Policies with its goals and policies that identify and support its two M and I Centers. Comprehensive Plan policies are summarized below:

#### **Manufacturing and Industrial Centers**

- (Goal G1) Ensure that adequate accessible industrial land is available to promote a diversified employment base and sustain Seattle's contribution to the regional high-wage job growth.
- (Goal 31) Distribute the 131,400-146,000 jobs called for in this plan among the various areas of the City as follows:
- Urban Centers 65 percent of job growth,
  - M/I Centers 10 percent of job growth (13,140-14,660 jobs),
  - Urban Villages 15 percent of job growth.
- (Goal 34) Achieve the following 20 year employment targets in M/I Centers:
- North Seattle M/I Center: 3,800 jobs,
  - Duwamish M/I Center: 10,860 jobs.

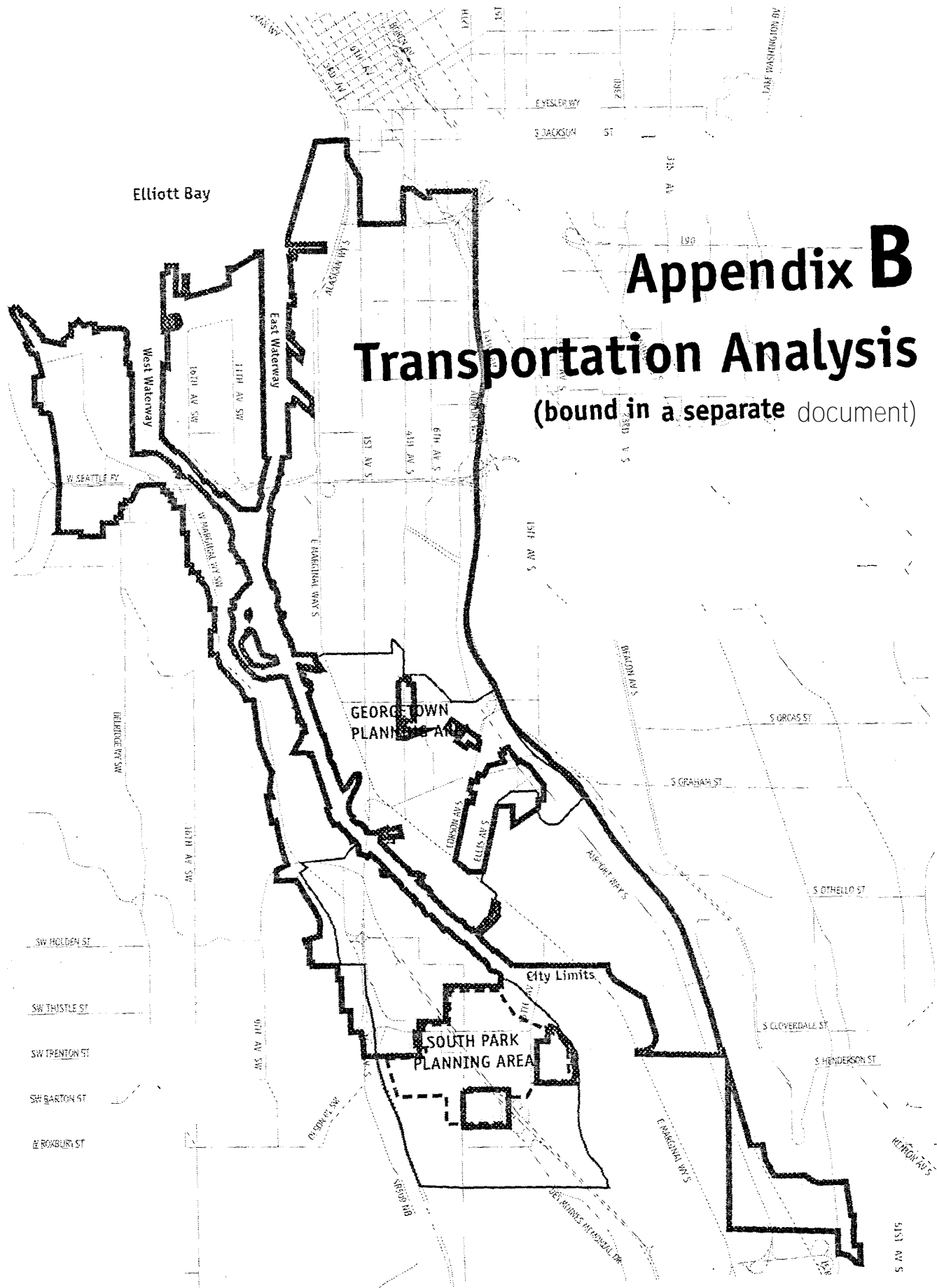
#### **Goals for Land Use Regulation**

- (G60) Promote high-value-added economic development and support growth in the industrial and manufacturing employment base.
- (G61) Preserve industrial land for industrial use and protect viable marine and rail-related industries from uses competing for scarce resources.
- (G62) Allow existing businesses to expand, stabilize existing industrial areas, and encourage the siting of new businesses which are supportive of the goals for industrial areas.
- (G63) Prevent incompatible activities from locating in close proximity to each other, while accommodating a mix of compatible employment activities in areas of diversified uses.

#### **Policies**

- L25 Promote manufacturing and industrial use growth including manufacturing uses, advanced technology industries, and a wide range of industrial-related commercial functions, such as warehouse and distribution activities in M/I Centers.
- L26 Strive to expand existing manufacturing and industrial activity. Particular emphasis shall be given to maintaining industrial land that is uniquely accessible to water, rail, and regional highways for continued industrial use.

- L27 Limit in industrial/manufacturing areas commercial or residential uses that are unrelated to the industrial function, that occur at the intensities posing short- and long- term conflicts for industrial uses, or that threaten to convert significant amounts of industrial land to non-industrial uses. Establish new size of use limits for retail uses in the Industrial Commercial zone.
- L28 Establish M/I Centers consistent with the Countywide Planning policies (identified above).
- L29 Designate the following locations as M/I Centers: 1) North Seattle M/I Center (BINMIC) and 2) Duwamish M/I Center.
- L30 Designate industrial development emphasis areas within M/I Centers where special emphasis is warranted to promote industrial development.
- L31 Work with property owners and the affected community to establish public and private strategies to enhance conditions for industrial activity and redevelopment in industrial development emphasis areas.
- L113 Include among industrial zones the IG1, IG2, IB, IC, and M/I Center Overlay to accommodate a range of industrial characters and mixes of industrial and commercial uses.
- L113 Designate industrial areas on the attached Future Land Use Map where:
- The primary function is industrial activity, including industrial uses, advanced technology industries and a wide range of industrial-related commercial functions, such as warehouse and distribution activities:
  - The basic infrastructure needed to support industrial uses already exists;
  - Areas are large enough to allow the full range of industrial activities to function successfully:
  - There is either sufficient separation or special conditions that reduce the potential for conflicts with development in adjacent, less-intensive areas.
- L115 Include among appropriate activities manufacturing uses, advanced technology industries, and wide range of industrial-related commercial functions, such as warehouse and distribution activities. Of the highest priority are high value-added, high-wage industrial activities.
- L116 Permit commercial uses in industrial areas to the extent that they reinforce the industrial character, and limit specified non-industrial uses, including office and retail development, in order to preserve these areas for industrial development.
- L117 Generally do not permit new residential uses in industrial areas.
- L118 Restrict to appropriate locations within industrial areas those industrial uses which, by the nature of materials involved or processes employed, have a potential of being dangerous or very noxious.

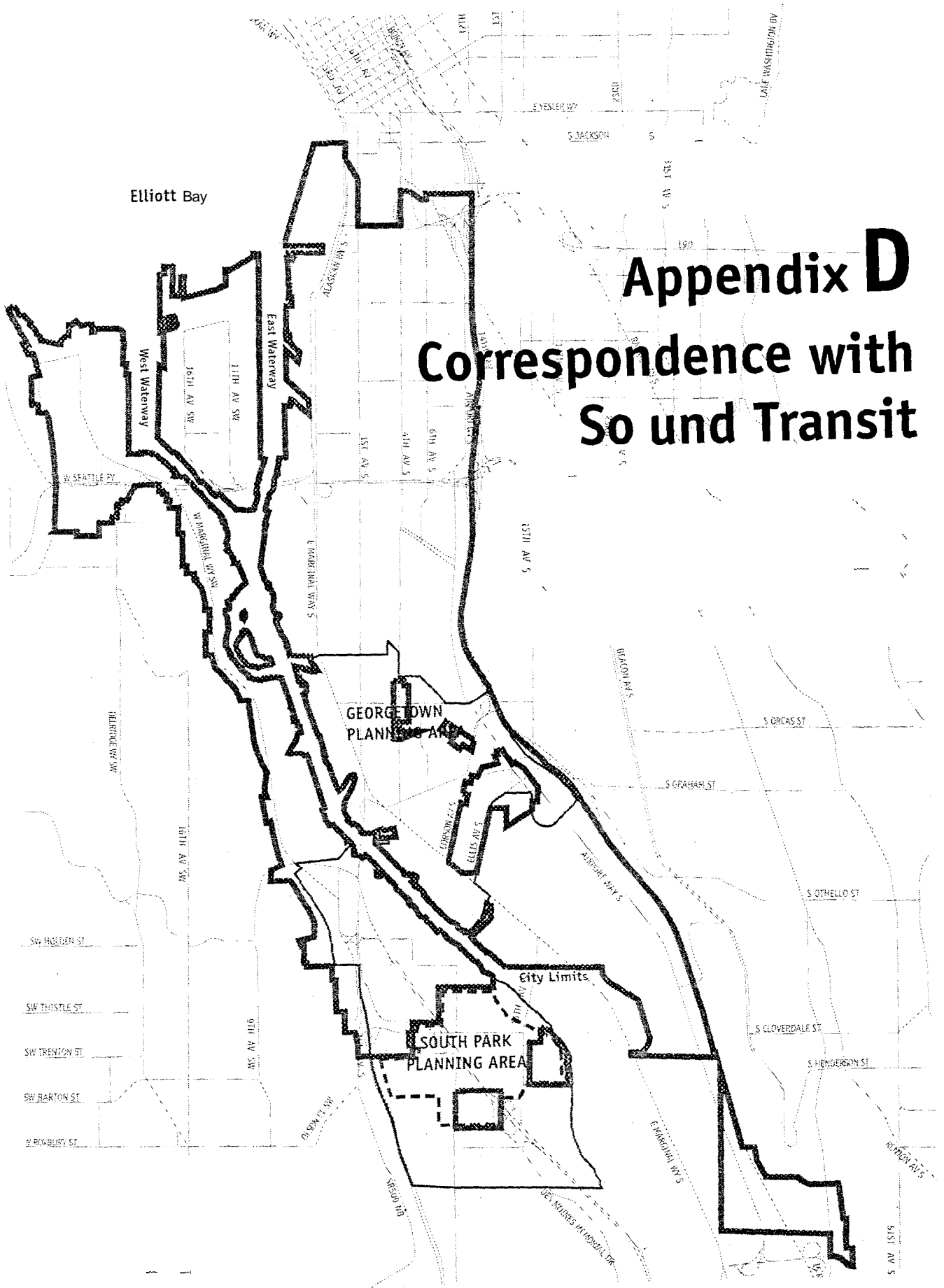


# Appendix B

## Transportation Analysis

(bound in a separate document)

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# Appendix D

## Correspondence with

## So und Transit



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**GREATER DUWAMISH  
PLANNING COMMITTEE**

BE: E.I.S comments on Sound Transit segment alternative C-1

February 5th, 1999

Michael Williams  
Central Corridor Project Manager  
Sound Transit  
1100 Second Avenue  
Seattle, WA 98101

Dear Mike:

The Duwamish Manufacturing and Industrial center is a major economic engine for Seattle, King County and the entire Pacific Northwest region. With 3,600 businesses employing more than 72,000 workers, the Duwamish generates 26% of King County's tax revenues, a disproportionate percentage of B and O taxes and the largest family wage job base in the region. For the past three years the Greater Duwamish Planning Committee and its consultants have been developing a Manufacturing and Industrial Center plan which recommends transportation, land use, zoning and economic policies for this area for the next fifteen years. The Duwamish also contains regional transportation links vital to the distribution of freight, rail and intermodal traffic. These critical connections must be preserved and enhanced to insure the future viability of the M and I center.

The GDPC transportation sub committee met with representatives of Sound Transit on several occasions during the past year. At those meetings we made numerous proposals and suggestions regarding the Duwamish segment of the overall Sound Transit plan. It appears that very few if any of those proposals were incorporated into the final draft or even given reasonable consideration. As a result, we have serious concerns regarding the current configuration proposed by Sound Transit.

The Duwamish M and I center plan establishes both Lander Street and Airport Way as principal arterials critical to freight mobility and commercial traffic. Sixth Avenue **South** is also a major truck and freight distribution route to and from the I-5 access ramps at Spokane street. The sound transit plan significantly impacts these critical routes. We have serious concerns regarding the details of the Lander Street to E3 bus way segment in particular. We were only recently informed that access to BNSF railroad spur tracks would be drastically reduced to accommodate transit patterns. This reduced rail access impacts the viability of several large industrial business and distribution facilities north of Lander Street. We were also surprised to note that your plan seriously reduces access to and from local businesses, particularly south of Lander Street. These details were not provided in our earlier discussions.

While a new transit station along the E3 bus way may provide some benefits to the M and I center, they may be outweighed by negative impacts of the project on freight mobility, local businesses and primary arterial connections. If this route is chosen, it is imperative that the street level design and mitigation be designed to protect vital **arterials**, freight and rail mobility and access to local businesses.



AS we evaluated the overall impacts of the Sound Transit plan, the proposed maintenance base north of Lander Street generated the most significant negative impacts to the M and I Center. Location of a maintenance base in this area directly conflicts with many of the M and I Center goals and proposed policies. It destabilizes an active area of the M and I center, generates substantial impacts to the remaining businesses and threatens to require the acquisition of additional industrial land for future expansion of the base. Our Committee remains vehemently opposed to any further consideration of this site.

We have also been informed that the Lander Street route may require the acquisition and demolition of the Water department facility on Airport Way. The relocation of this operation would represent a substantial expenditure to the taxpayers and drastically increase the estimated costs. Such increased expenditures may also undermine the argument for the cost benefits of this route delineated in your letter of February 1st 1999 addressed to our committee.

Please do not hesitate to contact me should you have any questions or require further information on the GDPC positions related to Sound transit.

Sincere regards,

David Huchthausen  
Co-Chair



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**GREATER DUWAMISH  
PLANNING COMMITTEE**

RE: Additional E.I.S comments on Sound Transit segment alternative C-1

February 22nd, 1999

Michael Williams  
Central Corridor Project Manager  
Sound Transit  
1100 Second Avenue  
Seattle, WA 98101

Dear Mike:

After further review of the C-1 routing alternative linking a Beacon Hill tunnel to the E-3 Busway via Lander Street, our committee has determined that the current design represents a devastating and unacceptable impact on the Duwamish Manufacturing and Industrial Center. The GDPC and its consultants have spent the last three years developing a Manufacturing and Industrial Center plan which recommends transportation, land use, zoning and economic policies for this area for the next fifteen years. The routing and design for C-1 directly conflict with many of our transportation and freight mobility priorities, as well as primary goals and policies intended to stabilize Seattle's diminishing industrial land base. Although our transportation sub committee met with representatives of Sound Transit on numerous occasions over the past year, we were never informed of the necessity to restrict or eliminate access to the BNSF spur tracks serving businesses north of Lander street, nor were we informed of the intent to restrict access to businesses south of Lander Street. Quite the contrary, we were continually told that this route would have minimal impact on the Lander Street corridor. In light of these developments, the GDPC stands in opposition to C-1 unless these impacts are satisfactorily mitigated.

The Duwamish M and I Center Plan establishes both Lander Street and Airport Way as principal arterials critical to freight mobility and commercial traffic. Sixth Avenue South is also a major truck and freight distribution route to and from the I-5 access ramps at Spokane street. Maintaining rail spur line access to businesses throughout the Duwamish is another a key component of the plan. The design of C-1 significantly impacts all of these critical routes. During our meetings with Sound Transit we suggested the option of elevating the Lander street section of the C-1 route. This would effectively mitigate most of the impacts delineated above. While it may increase the initial cost of the C-1 segment, it would preserve a vital manufacturing and industrial employment base for the long term and reduce conflicts with freight mobility and industrial land use priorities. We believe that an independent engineering evaluation of this proposal is required.

As we stated earlier, the Duwamish M and I center has 3,600 businesses employing more than 72,000 workers: it generates 26% of King County's tax revenues, a disproportionate percentage of B and O taxes and provides the largest family wage job base in the region. The Duwamish also contains regional transportation links vital to the distribution of freight, rail and intermodal traffic. This valuable employment base and its critical freight mobility connections must be preserved and enhanced to insure the future viability of the M and I center.

Although the SODO Business Association previously endorsed the C-1 route, they did so without detailed knowledge of these impacts. The Executive Committee is currently reevaluating it's position and will be drafting a separate response. Please do not hesitate to contact me should you have any questions or require further information on the GDPC positions related to Sound Transit.

Sincere regards,

David Huchthausen  
Co-Chair

CC:	Paul Shell	Mayor of the City of Seattle
	Ron Sims	King County Executive
	Greg Nickels	Ring County Council
	Richard <b>McGiver</b>	Seattle City Council
	Richard Conlin	Seattle City Council
	Jan Drago	Seattle City Council
	Steve Pearce	Strategic Planning Office
	Ben Walters	Office of Economic Development